which were forced to land at another airport due to bad visibility because of dense fog during the last two years;

(b) whether it is a fact that many pilots of private airlines do not have proper and adequate training facility to land the aircrafts in bad visibility due to fog in winter season;

(c) the details of number of pilots in each airline who have not had this training; and

(d) the action Government propose to take in this regard against the airlines?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The number of flights of private scheduled airlines diverted to land at another airport due to fog etc. in the year 2005 and 2006 are 145 and 263 respectively.

(b) and (c) Private Airlines have been training their pilots regularly for Low Visibility Operations. The number of pilots who have not had ILS CAT-II/III Training are as under:

In Jet Airways-512, Sahara Airlines Limited-200, Kingfisher Airlines Limited-162, Air Deccan-314, Spicejet Airlines-60, Indigo Airlines-43 and Go Airways-34.

(d) Airlines have been directed not to roster their CAT-III trained pilots on international routes during the fog season.

Only such pilots who are CAT II/III qualified, are approved as Instructor/ Examiner so as to ensure that more trained pilots are available for CAT-II/III operations during low visibility conditions.

The Airlines are encouraged to upgrade their aeroplanes and train their pilots for operations in low visibility conditions. Their flight schedules are approved on the basis of number of pilots trained by the operators for low visibility operations and the suitability of the planes for such operations. If the operator can not provide data for their capability to fly under low visibility, they are not allowed to schedule their flights during normal fog hours.

Over crowding of seats in flights

152. SHRI S.M. LALJAN BASHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that some Airlines operating in India have placed more seats resulting in reduced leg-room than is mandated by international

rules and conventions;

(b) whether DGCA has made any effort to ensure that airlines are not harassing passengers by over-crowding and bunching of seats;

(c) the steps DGCA has taken so far to direct all airlines to leave sufficient leg-room in all domestic flights; and

(d) the details of any positive steps taken by DGCA in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir. Seating arrangements in Airlines aircraft are made in accordance with layout plan as approved by the State of Design of the aircraft and conforms to internationally acceptable airworthiness code. The seating capacity is approved by Directorate General of Civil Aviation (DGCA) and indicated on the airlines operating permit.

(b) to (d) Do not arise.

Price of aviation turbine fuel

153. SHRI S.M. LALJAN BASHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have negotiated with PSU oil companies to lower the price of aviation fuel supplied to airlines flying in India;

(b) if so, the details and outcome of these discussions;

(c) by what date the "Base Price" of aviation fuel will be reduced;

(d) if not, whether Government will seek other alternatives to get aviation fuel at lower prices from non-PSU oil companies; and

(e) the steps proposed in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) This Ministry has taken up the issue of high margins of Oil companies in the selling price of Aviation Turbine Fuel (ATF). However the Government does not have any administrative pricing mechanism in respect of ATF and Oil companies are free to fix prices based on market forces.

(c) to (e) Do not arise in view of above.